

## AUTOMOBILE RECORDS

**WAGNER OF ITALY  
WINS GRAND PRIZE**

**Breaks All American Automobile Records Over 402-Mile**

ACCIDENT PUTS NAZARRO  
OUT OF THE RUNNING

Driver Erle of Benz Car Is  
Thrown, Breaking Jaw

**SAVANNAH, Nov. 26.**—A Flat car, sent plunging through changing fog and swirling eddies of roadway, won the experienced hands of the Wagner, today won the most spectacular, the longest and the fastest international automobile race ever held in this country. Fate played a game of hide-and-seek with three grim and grimy-hooded figures that sat behind the steering wheel of the car. The drivers fought with skill and daring for an advantage of seconds at the finish of the 100-mile, six hours of driving, over the stifling, fume-filled, rolling, or late storms of sand and gravel, and risk of life and limb, for the honor of a trophy cup, the purse of \$10,000.

The three drivers who clung together

from the very start were stuffed about as full as a sack of potatoes. The race started at a time there was a fourth figure in the leading column, but there was more than a minute separation between the first from the lag and the first of the whirling quartette, a caprice of fortune sending one piece from the road. Out of the lead came a German Benz No. 12, was taken with a broken nose and a broken axle, and was abandoned. It was not until the last minute of the last lap that the tide of victory turned to Wagner.

Wagner, the wonderful Italian driver, holder of world's records, and winner of countless contests, who had clung tenaciously to the lead, was now more than a hundred miles, bestrided long enough at the supply pits to change a tire, and was back in the lead on an old rubber tubing burst as he was about

to enter the home stretch, and three minutes of delay that followed sent the grand prize-winner of last year and his Flat N to second and third place. Hemery, in a German Benz, the fourth car, and the followers of automobile racing, took second honors. It was not until the official time was announced that the actual winner was known—that Wagner had hurled himself to victory by the slender margin of five-six seconds. Hemery was the first to finish, and the thousands of spectators, enthusiastic thousands hailed him as winner without hearing the six minutes

The minutes of waiting after Hemery had been driven the big Benz car over the finish line appeared to be hours to two spectators of the missing car. It was just at the fifth of the flying minutes was ticking itself away that the blast of bullets and the roar of "our comrade" came

"Wagner, Wagner, Wagner!" cried the crowd, as, pitching down the stretch, the red car tore for the fateful line. The cheers suddenly changed to an oppressive hush as the narrowness of the time margin was realized, and it was not until the judges signaled to the anxious little gang of Italian workmen in the supply pits that it was definitely known who had won.

Wagner drove a remarkable steady race.

He stopped several times for supplies and once seemed to be in serious trouble right in front of the grandstand. Something was wrong with the engine and the driver was under the maze of cranks and wheels the mechanic plunged in. In a jiffy he was through. Wagner meantime had been pouring gasoline into one tank with his right hand and lubricating oil into another with his left. It was this delay that took Wagner out of the lead in twelve of the sixteen laps of the race and gave it to Nazzarro, whose troubles were to come.

later. The fact that a car of his own team won the race was little comfort to Nazario.

An Italian himself, Nazario wanted to win in an Italian car. Wagner is a Frenchman. He is also known wherever motoring is an art. In 1906 Wagner won the Vanderbilt cup in a French car, and he is driving them over the Long Island course with a replica of the steady nerve and skill which he displayed so brilliantly today.

In winning this first grand prize race of

the Automobile Club of America, over the bent Savannah course, Wagner set a new record for road racing in this country. George Robertson, in the Vanderbilt cup race of 258 miles last month, set the mark at 64.5 miles an hour. Today, the longer distance of 302 miles, Wagner raised it to 65.5. He averaged twenty-three minutes to each one of the sixteen laps that measured 25.12 miles. His fastest lap was made in 21.59, but the lap honors of the day went to De Palma, at that wheel.

From the moment the race got fairly under way it developed into a battle between the foreign cars. The American racers seemed unable to stand the pace put out by the heavier and more powerful speed machines from France, Germany and Italy.

**Small Horse Power.**

The most stalwart of the six American

mentaries that began and ended at sixty-horse power, while the foreign cars ranged from 110 to 120-horse power. The American cars still on the road at the finish the Simplex, with Joe Seymour driving, had finished fourteen of the sixteen laps; the National, with Hugh Harding at the wheel, had made eleven circuits of the course, and the Lozier, handled by Ralph Mulford, had made ten. The Acme finished six laps; the Chadwick four, and the Buick four before various troubles took them out of the run-

Following is number of the cars, nationality of driver and time of starting:

No. 1—Clement-Bayard, French, 9:01.  
No. 2—Logier, American, Mulford, 9:01.  
No. 3—Simplex, American, Seymour, 9:02.  
No. 4—Bolch, American, Burman, 9:03.  
No. 5—Crawdick, American, Haupt, 9:04.  
No. 6—Fiat, Italian, Nizarro, 9:05.  
No. 7—Acme, American, Zenglo, 9:06.

No. 3.—Benz, German, Hemery, 907.  
No. 4.—De Dietrich, French, Salcz, 909.  
No. 11.—National, American, Harding, 16.  
No. 12.—Itala, Italian, Cugbe, 911.  
No. 13.—Clement-Bayard, French, Hautast, 912.  
No. 14.—Piat, Italian, Wagner, 913.  
No. 15.—Benz, German, Harriot, 914.  
No. 16.—Hennault, French, Strang, 915.  
No. 17.—Itala, Italian, Fournier, 916.  
No. 18.—Piat, Italian, De Palma, 217.  
No. 19.—Benz, German, Erie, 919.

No. 29 - Itala, Italian, Piacenza, 9-19.  
Harry Mienener was to have driven the  
older car, but the injuries he received  
in a recent race at Philadelphia caused  
him to relinquish his car in favor of  
Ford, who had been acting as  
mechanician.

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